DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON, DC 20350-2000

W/CH

IN REPLY REFER TO
OPNAVINST 1543.49B
OP-111E
11 DEC 1989

OPNAV INSTRUCTION 1543.49B

From: Chief of Naval Operations

Subj: TECHNICAL TRAINING EQUIPMENT (TTE) ACQUISITION AND MANAGEMENT (R

Ref: (a) OPNAVINST 1500.48 (NOTAL)
(b) NAVCOMPT Manual, Volume 7
(c) OPNAVINST 4490.2C
(d) OPNAVINST 5311.7
(e) OPNAVINST 1500.8M
(f) OPNAVINST 11102.1
(g) OPNAVINST 1500.44A
(h) OPNAVINST 1500.11G
(i) OPNAVINST 4790.4B
(j) OP-43P6A
(k) NWP 10-1-10

Encl: (1) Definitions
(2) Configuration Management (CM) of TTE
(3) Identification and Approval of TTE Sustaining (Delivery) Requirements
(4) Acquisition of the Training Support Package (TSP)
(5) Planning, Programming and Budgeting of TTE Installation and Support Requirements
(6) Responsibilities
(7) OPNAV Form 1543/1 (Technical Training Equipment (TTE) Sustaining (Delivery) and Support)

1. **Purpose.** To define specific TTE management responsibilities and delineate procedures to report, acquire, manage, redistribute, support, dispose of, and replace TTE and TTE support items. (R

2. **Cancellation.** OPNAVINST 1543.49A.

3. **Scope**

a. The provisions of this instruction apply to Navy ashore formal school training programs (regular and reserve). It does not apply to Marine Corps training programs, Naval Medical Training or Fleet Ballistic Missile Strategic Weapons Programs. For Naval Aviation, this instruction only applies to Cog 2Q Shipboard and Shore Station Electronic Equipment. Responsibility for providing cryptologic TTE support varies with application (tactical or strategic). Reference (a) addresses these circumstances and augments the provisions of this instruction. (R

b. Per Presidential Executive Order 12344 of 1 February 1982, the Department of Energy has cognizance over the development of training systems used in the training of naval nuclear propulsion plant operators. Accordingly, such systems are not covered by this instruction.

A) c. GFE TTE. Upon Chief of Naval Operations (CNO) approval to develop a training device, the device acquisition agent will identify the TTE to be provided as Government Furnished Equipment (GFE) required to support the training device. Embedded TTE (GFE) is fully included under the provisions of this instruction.

4. **Definitions.** Definitions of applicable terms are provided in enclosure (1).

5. **Background**

R) a. Reference (b), paragraph 075365 (Military Training Facilities, Equipment, and Support Costs), prescribes responsibilities related to the training and education of military personnel. In general, the Training Support Agent (TSA) is responsible to provide the Training Agent (TA) with required training equipment and support items as part of the Weapons Systems Acquisition Process (WSAP). Additionally, the TSA is responsible for the life cycle support in the areas of depot level maintenance and configuration management.

A) (1) Specific TSA TTE responsibilities described in reference (b) include: procurement, modification, modernization, initial outfitting, installation, facilities alterations and conversions, equipment removals and reinstallation, initial equipment training, initial curricula materials, and preparation of maintenance and operations technical manuals.

A) (2) TTE responsibilities of the TA include: provide the basic building, organizational and intermediate maintenance, removal and reinstallation (when performed solely for the convenience of the TA), follow-on training, curriculum update for non-NTP alteration, and supplies and training materials used in day-to-day training operations.

A) b. References (c) through (g) task TAs and TSAs with providing timely data on TTE requirements and coordinating the related planning, programming and budgeting. In addition, references (c) through (k) address general procedures to be followed in the identification of training requirements.

6. **Discussion**

A) a. Per reference (c), initial training equipment and necessary support items have a higher priority for availability

ing or operation. If no testing is being performed on that equipment

for training requirements than operational installations. The TSAs are to establish and maintain necessary procedures to make the equipment, and support (including technical manuals), available in time to ensure adequate training before fleet Initial Operational Capability (IOC).

b. The manpower, personnel and training (MPT) support required for each new platform or weapon system commences when the new system development acquisition is initiated and ends only when that system is removed from the fleet. During the pre-operational and operational period which spans the development, acquisition, and fleet utilization period to equipment removal, the MPT support effort expands in scope from initial identification of these requirements to the execution of complex logistics and life cycle support responsibilities. The identification of required training resources and planning for their acquisition must begin early in the Weapon System Acquisition Process (WSAP). Early planning, such as HARDMAN per reference (d), is required because of the long lead times required for the acquisition of training resources such as military construction, TTE, training devices and curricula. In general, the identification of training requirements for a new equipment, subsystem or system, the acquisition and development of the training system, and the conduct of initial training are the responsibility of the TSA. When the training system is in place and approved, the TA assumes the responsibility for follow-on and replacement training for as long as training is required. (A

c. The Navy Training Plan (NTP), prepared per reference (e), is the principal document for stating MPT requirements for new developments, including the TTE and support items necessary to conduct the training program. (A

d. Equipment Facility Requirement (EFR) (reference (f)) plans provide, in addition to the NTP, a vital documentation process which defines facilities required for installation of training equipment, identifies all required logistics support elements as an adjunct to the Integrated Logistic Support Plan (ILSP), and provides for transfer of training responsibility from the TSA to the TA. EFRs are an integral part of the TTE acquisition process and are required for all training installations. (R

7. **Configuration Management of TTE.** TSAs provide configuration management for their cognizant TTE. Configuration updates are installed in a timely manner as determined by training needs. The TA is directly involved in identifying, prioritizing and scheduling of changes to TTE. Instructions are provided in enclosure (2). (A

R) 8. **Identification and Approval of TTE Sustaining (Delivery) Requirements.** Enclosure (3) provides instructions for the identification and approval of TTE sustaining requirements.

A) 9. **Acquisition of the Training Support Package (TSP).** The TSP defines the required support items that are provided in addition to the TTE and includes repair parts, technical publications, test equipment, curriculum materials, tools and software, and Planned Maintenance System (PMS) requirements. Enclosure (4) further defines the elements of the TSP and the responsibilities assigned.

R) 10. **Planning, Programming and Budgeting of TTE Support Requirements.** Enclosure (5) provides instructions for the planning, programming and budgeting of TTE support requirements.

R) 11. **Responsibilities.** Responsibilities of DCNO (MPT), OPNAV Sponsors, the TSAs, and the TAs, are described in enclosure (6). It is essential that policies and procedures for acquisition and support of training equipment be standardized for all warfare areas to the maximum extent possible. To this end, TSAs and TAs shall coordinate the development of supplemental amplifying guidance as required.

12. **Report and Form**

CANCELLED

a. Report Control Symbol OPNAV 1543-22, TTE Sustaining (Delivery) and Support Feedback Report, has been assigned to the reporting requirement contained in paragraph 3(i) of enclosure (6). It is approved for three years from the date of this directive.

R) b. OPNAV 1543/1 (Rev 9-89), Technical Training Equipment (TTE) Sustaining (Delivery) and Support, S/N 0107-LF-007-6500 will not be available for requisitioning through normal supply channels until February 1990. In the interim period, use of OPNAV 1543/1 (Rev 12-86), S/N 0107-LF-015-4306 is authorized and may be requested through normal Navy supply channels. A revised sample copy is provided as enclosure (7) with instructions for preparation.

J. M. BOORDA

Deputy Chief of Naval Operations
(Manpower, Personnel and Training)

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DEFINITIONS

Applicable definitions are as follows:

1. **Electronic Test Equipment (ETE).** Test equipment containing the capability of generating, modifying or measuring a range of electronic functions. (A

a. **General Purpose Electronic Test Equipment (GPETE).** That Electronic Test Equipment (ETE) which may be used to test two or more equipments or systems, of basically different design, by generating, modifying or measuring a range of electronic functions.

b. **Special Purpose Electronic Test Equipment (SPETE).** Electronic Test Equipment (ETE) which is designed to generate, modify or measure a range of functional parameters for a single electronic system or equipment.

2. **Equipment Facilities Requirements (EFR) Plan.** A document which, in support of TTE, training device, and related logistic support procurement, delineates the complete facility requirements for installation of equipment, associated logistic support elements, and transfer of training responsibility from the Training Support Agency to the Training Agency.

3. **Equipment Requirement List (ERL).** Generated for naval aviation training activities equipment required to meet the learning objectives of a given course.

4. **Fault Insertion Device (FID).** A training aid comprised of circuit cards, cables, power supplies, and remote control consoles, or a combination thereof used to insert faults in a set of operational equipment. Components which are not part of the operational equipment but are used for fault insertion are considered part of the FID. (A

5. **Initial Operational Capability (IOC).** Attainment date of a new weapon capability that can be effectively maintained and supported. (A

6. **Logistic Support Analysis (LSA).** The selective application of scientific and engineering efforts undertaken during the acquisition process, as part of the system engineering and design process, to assist in complying with supportability and other Integrated Logistic Support (ILS) objectives. (A

7. **Logistic Support Analysis Record (LSAR).** That portion of LSA documentation consisting of detailed data pertaining to the (A

identification of logistic support resource requirements of a system/equipment.

A) 8. **Metrology Automated System for Uniform Recall and Reporting (MEASURE).** MEASURE is an information system for the collection of technical and management data in support of the Metrology Calibration (METCAL) program. MEASURE additionally supports the Test and Monitoring Systems (TAMS) portion of the METCAL program. MEASURE is centrally managed by Commander, Naval Sea Systems Command (COMNAVSEASYSCOM) and provides a Navy-wide standardization program for:

a. Calibration/Recall Scheduling

b. Calibration Actions Documentation

c. Repair Actions Documentation

d. Test and Monitoring Systems Formats

A) 9. **Minor Repair/Calibration (MR/CAL).** The MR/CAL program provides for minor repair and calibration of test equipment located in all shore based training activities.

A) 10. **Navy Training Plan (NTP).** The principal document for defining manpower, personnel and training requirements for new developments, including the resources (billets, training material, military construction) necessary to support the training program. The NTP is a life cycle document which first identifies the resources required to establish a training program and then identifies resources necessary to maintain an effective training program through the life cycle of the new development. It controls the planning and implementing activities for meeting the MPT requirements of the new development and to produce trained personnel required to install, operate, maintain or otherwise use the new development being introduced into the Navy.

A) 11. **Planned Maintenance System (PMS).** PMS is the Navy-wide system developed to provide the user with a standard means for planning, scheduling, controlling and performing planned maintenance on all equipment.

A) 12. **Pre-Faulted Module (PFM).** A training aid that consists of any replaceable component (including fuses) or module of technical training equipment purposely faulted to exhibit a specific malfunction.

13. **Principal Development Activity (PDA).** The agency assigned by the CNO Sponsor to undertake the management and technical

responsibilities associated with development within the approved plan.

14. **Ready for Training (RFT).** The date that a new training course or capability will be available for training purposes. All aspects of the capability must be ready including building completion, device or equipment installation and check out, instructors, furnishing installation, etc. This is the ultimate planning date for training facilities. (A

15. **Shore Test Equipment Allowance Program (STEAP).** The program to establish policy, procedures and responsibilities for the development and maintenance of ETE allowances for shore activities. (A

16. **Technical Training Equipment (TTE).** Investment cost end items of operational equipment, devoted to the training and instruction of naval personnel, for which Project Managers or Systems Commands (SYSCOMs) have the responsibility for the design, development, modernization, or selection for service or special use. (R

17. **Technical Training Equipment Sustaining (Delivery).** Providing TTE by new procurement or from available resources (including modification or modernization).

18. **Technical Training Equipment Support.** The installation, overhaul, major repair, calibration, removal and reinstallation of TTE.

19. **Training Agency (TA).** An office, command, or headquarters exercising command of and providing support to some major increment of the Navy's formalized training effort; e.g., Chief of Naval Education and Training (CNET); Fleet Commanders in Chief; Commander, Naval Medical Command; Commander, Naval Reserve Force (COMNAVRESFOR).

20. **Training Device/Simulator.** Hardware and software designed or modified exclusively for training purposes involving, to some degree, simulation or stimulation in its construction or operation, so as to demonstrate or illustrate a concept or simulate an operational circumstance or environment. For the purpose of this instruction, the term training device will include training simulators. (A

21. **Training Support Agency (TSA).** An office, command, or headquarters responsible for supporting the training agencies by providing equipment, material, and other forms of support within the cognizance of the office or command involved (e.g., Commander, Naval Air Systems Command (COMNAVAIRSYSCOM), (R

COMNAVSEASYSCOM, Commander, Space and Naval Warfare Systems Command (COMSPAWARSYSCOM), Commander, Naval Air Reserve Force (COMNAVAIRESFOR), Commander, Naval Surface Reserve Force (COMNAVSURFRESFOR).

A) 22. **Training Support Package (TSP).** The TSP defines all specific logistics items that are required to support the training equipment and the course(s) of instruction.

CONFIGURATION MANAGEMENT (CM) AND INVENTORY MANAGEMENT OF TTE (A

1. **General.** The primary objective of the configuration management (CM) process for TTE is to identify all alterations and modifications to operational equipment that have training impact and to plan, program, coordinate and install them at training activities concurrently with fleet installations. This process ensures that the TTE utilized for training is maintained in a configuration compatible with operational equipment in the fleet. TSAs are responsible, in coordination with the TAs, for ensuring that the configuration of TTE is maintained at the appropriate levels for training to the various fleet configurations. Additionally, reference (e), Navy Training Planning Process, requires that Navy Training Plans (NTPs) be updated to reflect training requirements that are generated by weapon systems updates, modifications, and modernization.

2. **Specific**

a. TSAs - Specific responsibilities of the TSAs are as follows:

(1) Identify, with TA assistance, the potential training impact and TTE modernization requirements during the operational equipment alteration planning period.

(2) Maintain an ADP inventory of TTE and a data base to plan, coordinate and execute the TTE CM program.

(3) Ensure that necessary modification kits, support equipment and documentation are procured for affected TTE.

(4) Provide for funding and installation of required TTE modifications.

(5) Review cognizant NTPs to determine if NTP updates are required to reflect modifications or changes to operational weapons systems.

b. TAs - Specific responsibilities of the TAs are as follows:

(1) Provide policy and coordination assistance, as well as participation in the implementation of the established CM process for TTE.

(2) Assist the TSAs in the identification, prioritization and scheduling of required TTE changes.

(3) Assist the TSAs in the identification of requirements to implement the change.

3. **Inventory Management.** Each TSA will maintain a TTE inventory file on equipment for which they have support responsibility. As a minimum the following data elements shall be included in the inventory file:

a. Activity Name and Unit Identification Code (UIC)

b. Building and Room Number

c. Equipment Name (Nomenclature/Title)

d. Serial No. of Equipment

e. National Stock Number (NSN)

f. OPNAV Sponsor of Training Course (Code)

g. TSA (Organization/Code)

h. Course Identification Number (CIN)

i. Acquisition Cost of Equipment

j. Equipment Under Sub-Custody to Contractors

IDENTIFICATION AND APPROVAL OF TTE SUSTAINING (DELIVERY) REQUIREMENTS (R

1. **General.** TTE requirements are identified in NTPs for new systems/equipment by all TSAs. Additionally, TTE requirements in support of Naval Aviation training are identified in Equipment Requirements Lists (ERLs). TTE that is required for replacement or augmentation purposes, not covered by one of these processes, are to be identified on OPNAV 1543/1, (enclosure (7)).

2. **Specific**

a. NTP TTE - Generated by the introduction of new systems and equipment. Submission of OPNAV 1543/1 is not required for NTP TTE. The TSAs are responsible for planning, programming and budgeting this TTE directly from the CNO approved NTPs or ERLs. The TSA shall identify unfunded NTP TTE to the appropriate OPNAV resource sponsor for programming consideration. The TSA will also provide timely and appropriate status information for programmed or budgeted NTP TTE to the OPNAV sponsor, OP-11, and the TA.

b. ERLs - Generated by Naval Aviation training activities to identify equipment required to meet the learning objectives of a given course and are approved and programmed by CNO (resource sponsor). Submission of OPNAV 1543/1 is not required for ERL TTE.

c. Other (Replacement or Augmentation TTE) - TAs will forward requirements to the TSAs for necessary programming, budgeting and procurement responsibilities to be initiated. The TA will submit OPNAV 1543/1 to the appropriate TSA for review, with a copy to the OPNAV sponsor and OP-11. The TSA will screen the requirement for technical validity, proposed procurement action, and hardware availability. The TSA will forward review results to the TA with a copy to sponsors and OP-11. Valid requirements will be tracked by the TSA in order to provide status feedback to the TA. Enclosure (7) provides a sample and instructions for completion of OPNAV 1543/1. The TSA will submit, via the Program Objective Memorandum (POM) process, funding requirements for approved OPNAV 1543/1 forms to the appropriate OPNAV sponsor for approval. If during this process outstanding TTE requirements are determined to no longer be valid, the TA will cancel in writing to the TSA, OPNAV sponsor, and OP-11, advising of reason for cancellation.

d. Emergent Requirements - Emergent requirements needing immediate funding consideration must be submitted for approval to the appropriate OPNAV sponsor. Requests must include full

justification of urgency and recommended approach to provide funding. The OPNAV sponsor will provide the TA and TSA definitive guidance on approval or disapproval by letter, with a copy to OP-11. This guidance will address one of the following approaches: accommodation within budgeted resources or inventory (with recommended offset identified); submit for mid-year budget consideration; or introduce the requirement into the programming cycle.

ACQUISITION OF THE TRAINING SUPPORT PACKAGE (TSP) (A

1. The TSP, derived from Integrated Logistic Support (ILS) planning processes, consists of specific logistics items required to support the training equipment and the course(s) of instruction. The development of the TSP is driven by the Logistic Support Analysis (LSA) process which conducts a detailed analysis of each operation and maintenance task required for the new system/equipment. The LSA data is documented in a Logistic Support Analysis Record (LSAR). The LSAR is a standardized consolidation of all logistics oriented technical information. Conditional acceptance of a training program by the TA, which may require continued TSA support, is often due to logistics deficiencies. Through LSA and the resultant LSAR, the TSA is responsible for identification of all training logistics requirements and must ensure that NTP and EFR Plans contain the complete listing of TSP items required to support the training program. Some TSP items are procured through centrally managed TSA programs. Others are a responsibility of the cognizant Principal Development Activity/Program Manager (PDA/PM) who introduces and procures the new system/equipment.

a. **Spare/Repair Parts.** TSAs are responsible for providing the TA with initial outfitting repair parts for new or modified training equipment in time to meet the planned ready-for-training (RFT) dates.

b. **Electronic Test Equipment (ETE).** ETE consists of three separate categories, some of which are centrally funded and procured, and some a responsibility of the cognizant TSA.

(1) **General Purpose Electronic Test Equipment (GPETE).** GPETE is normally Supply Cog 7Z and is centrally funded, managed and procured by COMNAVSEASYSCOM as the U.S. Navy Test, Measurement and Diagnostic Equipment (TMDE) central technical manager. Requirements for GPETE are compiled by cognizant TSAs and provided to COMNAVSEASYSCOM for acquisition through the Shore Test Equipment Allowance Program (STEAP).

(2) **Special Purpose Electronic Test Equipment (SPETE).** SPETE is funded and procured by the cognizant TSA.

(3) **Other ETE.** Some ETE is neither GPETE Cog 7Z nor SPETE but is required to support a training system. This ETE is normally Supply Cog 1 or 9 and is the responsibility of the cognizant TSA to fund, requisition and ensure its delivery to the training activity prior to the RFT date.

c. **Curriculum Materials.** All curriculum materials, including initial course conduct and advisory services, are a responsibility of the TSA.

d. **Technical Data/Publications/Manuals.** This includes all Technical Manuals, PMS documentation, Maintenance Requirement Cards, Maintenance Index Pages, and Maintenance Assist Modules to be provided and are a responsibility of the TSA. Technical information may be delivered in electronic and paper forms.

e. **Prefaulted Modules (PFM)/Fault Insertion Devices (FID).** Whether specified in the NTP, ERL or EFR, PFM/FID are a responsibility of the cognizant TSA to fund and procure.

f. **Special Purpose Tools.** These are a responsibility of the cognizant TSA to fund and procure as part of training equipment procurement.

g. **Software.** Operational/diagnostic software is the responsibility of the cognizant TSA to fund and procure with the training equipment, and should be included in the life-cycle support plan.

PLANNING, PROGRAMMING AND BUDGETING OF TTE INSTALLATION AND SUPPORT REQUIREMENTS (R

1. **TTE Installations.** Planning, programming, and budgeting of necessary resources for installation of TTE are the responsibilities of the cognizant TSA. The TSA will forward all funding requests to the OPNAV sponsor for POM submission. Resource excesses/deficiencies, both emergent and out-year projections, shall be forwarded to the appropriate OPNAV sponsor with a copy to OP-11 and the TA for POM planning and mid-year reviews.

2. **Planning, programming, and budgeting of necessary resources** for organizational and intermediate level maintenance of TTE are the responsibilities of the TA.

3. **TTE Depot Level Support - General.** The Depot Level Support program is a vital part of the TTE post production support system. This support includes TTE overhaul, removal and reinstallation of TTE incidental to depot level maintenance, and Minor Repair and Calibration (MR/CAL) of test equipment, mechanical guages, and special tools used by training activities.

a. Planning, progamming, and budgeting of necessary resources for TTE Depot Level Support requirements are TSA responsibilities. The TA will assist in the identification of priorities for accomplishment of both out-year planning and budget year execution. Priority determination will be derived from an evaluation of the various factors relating to the requirement.

4. **TTE Depot Level Support - Specific**

a. **TTE Overhaul.** Requirements for TTE overhaul can be submitted on OPNAV 1543/1, enclosure (7). TAs submit the requirements to the cognizant TSA under internal supplemental guidance.

b. **Minor Repair and Calibration (MR/CAL) of Electronic Test Equipment (ETE).** Requirements for MR/CAL of ETE will be forecast by the Metrology Automated System for Uniform Recall and Reporting (MEASURE) program. Reference (j), the MEASURE users manual, applies. Program status will be provided by the execution agent.

c. **Removal/Reinstallation/Disposition of TTE.** TTE remains the property of the TA until there is no longer a requirement for it. TTE considered excess at one location may be transferred, at TA's expense, to another location for the purpose of filling a

training requirement. When TTE is determined to be excess to training needs, the TA will notify the TSA in writing and request disposition instructions (reference (b) applies).

d. **Technical Assistance**. TAs will request technical assistance from TSAs for TTE casualties only after it has been determined that the requesting activity's technical capabilities have been exceeded. A Casualty Report (CASREP) message, via the chain of command and under reference (k), will be used to request technical assistance for TTE. Technical assistance from the TSA will be requested by TAs under internal supplemental guidance.

RESPONSIBILITIES

1. **DCNO (MPT) (OP-01)**. Monitor the Navy TTE program.

2. **CNO Sponsors**. Approve or disapprove TTE POM requirement submissions.

3. **Training Support Agencies (TSAs)**

a. Submit funding requirements to the appropriate sponsor via the POM process for TTE Sustaining and Support requirements approved on OPNAV 1543/1 forms.

b. Provide review results feedback of OPNAV 1543/1 TTE Sustaining/Support submissions to TAs, with copies to sponsors and OP-11. (R

c. Prioritize execution year and out-year TTE support requirements jointly with the TA.

d. Plan, program, budget and procure approved TTE and the related support requirements of the Training Support Package (TSP).

e. Plan, program, budget and execute the TTE Depot Level Support program. (A

f. Provide the TA disposition instructions for excess TTE.

g. Provide technical assistance when requested by the TA. (A

h. Establish and maintain a TTE inventory and Configuration Management (CM) program as described in enclosure (2). (A

i. Provide a TTE Delivery and Support Feedback Report and resource status information at least semi-annually to TAs, OPNAV sponsors, OP-11, and other concerned offices. This report will be keyed to the OPNAV 1543/1 Form and will include: (R

(1) Listing of requirements by Training Command Sequence Number (TCSN) for current reporting period.

(2) Approval/disapproval status.

(3) Funding status.

(4) Delivery/overhaul milestone.

PART VII AMPLIFYING DATA AND JUSTIFICATION

Attach Continuation Sheets If Necessary

PART VIII SUBMISSION AND REVIEW RECORD

TRAINING ACTIVITY SUBMISSION

Name _____ Code _____ Phone: Autovon _____

Commercial _____

Date Submitted _____

FUNCTIONAL COMMAND REVIEW

[ ] REVIEWED AND FORWARDED [ ] REVIEWED AND RETURNED

EXPLANATION _____

Name _____ Code _____ Phone: Autovon _____

Commercial _____

Date Forwarded/Reviewed _____

PART IX SYSCOM REVIEW

SUSTAINING (DELIVERY)

[ ] Obsolete (indicate replacement unit)
_____
[ ] Obsolete -- no replacement
[ ] Standard item -- available on shelf
[ ] Standard item -- POM action required
[ ] Unable to identify as SYSCOM TTE
[ ] Approved and entered in acquisition track

SUPPORT

[ ] Planned Support Requirement
[ ] Unplanned, Emergent Support Requirement
[ ] Planned Support Requirement, Out of FY Sequence
Planned Year _____ Requested Year _____
[ ] Incorrect/Unidentified Requirement

SYSCOM ESTIMATE SUPPORT COSTS $_____

Name _____ Code _____ Phone: Autovon _____

Commercial _____

Date Forwarded/Revised _____ Forwarded to: _____

INSTRUCTIONS FOR COMPLETION OF OPNAV FORM 1543/1

FORM WILL BE USED FOR SUBMISSION OF ONE SUSTAINING (DELIVERY) REQUIREMENT OR ONE SUPPORT REQUIREMENT ONLY

PART I. TRAINING ACTIVITY INFORMATION

A. UIC (Unit Identification Code) - Utilize Activity UIC as listed in the NAVCOMPT Man, Volume 2 Par 025200.
B. ACTIVITY SHORT TITLE - As listed in NTP 3 (SUPP-1 [H]).
C. ACTIVITY LOCATION - (E/TA) As listed in NTP 3 (Supp-1 [H]).
D. FUNCTIONAL COMMAND (CNTECHTRA, CNATRA, COMTRALANT, COMTRAPAC, OR ACOMNETC).
E. OPNAV SPON - Consider Activity and course in determining sponsorship for TTE (OP-01, OP-02, OP-03, OP-05, etc.).

PART II. REQUIREMENT

A. COG (Cognizance) - Refer to NAVSUP Pub. 4000 Management Data List - Navy (ML-N).
B. NATIONAL STOCK NO. - Refer to NAVSUP Pub. 4000 (ML-N).
C. UNIT COST - Refer to NAVSUP Pub. 4000 (ML-N).
D. EQUIPMENT/SYSTEM NOMENCLATURE/DESCRIPTION - Refer to NAVSUP Pub. 4000 (ML-N).
E. FSCM Federal Supply Code for Manufacturers) - Refer to Defense Logistics Service Center (DLSC) Master Cross Reference List (MCRL) -1.
F. TYPE NO., PART NO., MODEL NO., ETC. - Refer to NAVSUP Pub. 4000 (ML-N) and DLSC Master Cross Reference List (MCRL) - 2.
G. SERIAL NO. as applicable.
H. COGNIZANT SYSTEM

PART III. INVENTORY SEGMENT

A. ALLOWANCE QTY - Enter required allowance quantity.
B. ON HAND QYT - Enter quantity on hand.
C. EXCESS/SHORT QTY - Enter difference between required allowance quantity and on-hand quantity.

PART IV. COURSE AMPLIFYING DATA

A. CIN (Course Identification No.) - Enter maximum of three courses from Catalog of Navy Training courses (CANTRAC).
B. NO. STUDENTS - For each CIN listed, enter number of students to be trained in the year in which TTE is required.
C. EQUIPMENT UTILIZATION - Number of shifts CIN taught per day (i.e., single, double, triple).
D. PIPELINE COURSE - (Yes/No).
E. NEC AWARDED - (Yes/No).
F. TRAINING TYPE - Enter O (Operator), M (Maintenance), O/M (Operator and Maintenance) or T (Team).

PART V. SUSTAINING (DELIVERY) TTE REQUIREMENT

A. FY (Fiscal Year) - Enter fiscal year delivery required.
B. SHORT QTY - Enter short quantity from Part III (C) above.
C. TCSN (Training Command Sequence Number) - A tracking number assigned by the respective Training Activity.
D. DATE REQUIRED - Enter month and year when TTE is required for training (e.g., 09/88).

PART VI. TTE SUPPORT REQUIREMENT

A. FY (Fiscal Year) - Enter fiscal year support is required.
B. TYPE - Abbreviate as follows: Overhaul (OVHL), Installation (INSTALL), Minor Repair (MR), Calibration (CAL), Removal (REMOVE).
C. QTY - Enter number of equipments for which support dollars are required.
D. TCSN - Refer to Part V (C).
E. DATE INSTAL. (Date of Installation) - Year (e.g., 82).
F. LAST OVHL (Date of Last OVHL) - Year (e.g., 82).
G. TRN LOST - Average equipment-related training loss in last 12 months (percent) (e.g., 15%).
H. CASREPS - Enter number of casualty reports in last 12 months.
I. EVAL - Subjective evaluation of equipment condition (EXCEL, GOOD, FAIR, POOR).

PART VII. AMPLIFYING DATA AND JUSTIFICATION

A. Should be submitted for all sustaining (delivery) and support requirements. Activities should detail impacts on training environment and fleet if sustaining (delivery)/support requirement is not accomplished. Information on this form must be kept unclassified. Classified information must be referenced and forwarded separately. Additional data such as messages and letters can be attached to this form.